

WILSON AGENT SENT TO SOUND GEN. VILLA

Duval West Says President Ordered Him to Discuss Peace for Mexico.

SEES BORDER LEADERS

EL PASO, Feb. 15.—Duval West, President Wilson's new representative in Mexico, arrived here from San Antonio tonight and is in conference with Mexican leaders preliminary to going to Aguascalientes to talk with Gen. Villa. He is expected to leave for Mexico City tomorrow, and is in conference with Mexican leaders preliminary to going to Aguascalientes to talk with Gen. Villa. He is expected to leave for Mexico City tomorrow, and is in conference with Mexican leaders preliminary to going to Aguascalientes to talk with Gen. Villa.

MUSS STIRS DIPLOMATS.

Question Bryan, Who Has No News From Mexico City.

WASHINGTON, Feb. 15.—Foreign Ambassadors and Ministers called at the State Department this afternoon and made no effort to conceal their belief that conditions in the Mexican capital were alarming. The British and Italian Ambassadors were particularly anxious to obtain the latest information in the Department.

The last dispatch received by the Department from Mexico City was dated February 15. On that morning it was officially announced by the Carranza authorities that they were not contemplating the evacuation of the capital.

The dispatch added that there was practically no fighting; that the inhabitants of the city were eating bread made out of cornmeal and bean and that corn was becoming scarce, with prices reaching the famine mark.

There is also a scarcity of water, the Zapataists, adherents of the late President, are reported to be having cut off the water supply.

European diplomats in Mexico City have been advised by their respective governments to use their own discretion whether or not to leave the Mexican capital because of the attitude of Gen. Carranza and the disturbing conditions in the city.

The British and Italian Ambassadors held a conference with the State Department this afternoon.

Both Ambassadors made it plain to Secretary Bryan and Counselor Lansing that if the foreign representatives leave Mexico City they will in all probability leave the country.

For them to accept the invitation of Carranza to establish themselves at Vera Cruz, Mr. Bryan said, would be tantamount to a formal recognition of the Carranza Government.

Mr. Bryan was noncommittal when asked whether United States Consul Sullivan and other American representatives would remain in Mexico City.

He said that he was corresponding with Carranza relative to the latter's decree prohibiting subordinate Generals of his army to deal as de facto authorities with foreign Ministers, but would not disclose the nature of the representations made.

This correspondence, he stated, was being carried on through the Brazilian Minister.

Elso Arredondo, head of the local Constitutional agency, made a statement today explaining that Carranza was willing to all military contingents to obtain from dealing with agents or representatives of foreign nations, but to insist that they address directly the Department of Foreign Relations.

Mr. Carranza, said Arredondo, "does not attempt in this way to oblige foreign Governments to recognize him, nor does he think that recognition might be obtained because a claim is presented to him. The only thing that Mr. Carranza seeks is to avoid representations of foreign nations dealing directly with military commanders who are under his authority because of such inconveniences as might result from this practice."

It is also true that Mr. Carranza is trying to force diplomats to establish their offices in Vera Cruz, he said, but he informed them that in Vera Cruz they will have all kinds of guarantees because he is there and has sufficient power to prevent any disturbances from occurring in that place.

There are no disturbances existing elsewhere in distant places where there is fighting all the time.

2,000,000 WILL CONTESTED.

Daughter of Louis Cabot Opposes Bequest to Sister's Children.

BOSTON, Feb. 15.—The contest over the will of Louis Cabot, who left nearly \$2,000,000 in equal shares to his grand children, making no provision for his daughters, is being fought today in the Superior Court of the Commonwealth.

Mr. Briggs has but one child, while Mrs. Cabot has six. The former does not think the estate would be equitably divided if the wishes of her father were carried out.

The Probate Court allowed the will, but Mrs. Briggs took an appeal, alleging her sister or others used fraud or undue influence in procuring the making of the will, and also that her father was insane when he made it.

John Richardson, Jr., and Roland Briggs, two of the three surviving children of the will, testified that Mr. Cabot was competent.

GARBAGE DUMP BUILDING AROUSES RIVERSIDE DRIVE

Justice Gavegan Temporarily Stops Work on City Structure Rising on Waterfront Near Seventy-seventh Street Declared Injurious to Public Health.

CAN GET \$100,000,000

Residents on Riverside Drive in the neighborhood of Seventy-seventh and Seventy-eighth streets looked out of their front windows not many mornings ago to see that their riverward view was being cut off by the steel skeleton of a large building on the park waterfront. It was easy to understand that when the building, 268 feet long and 50 feet high, was completed it would rise 10 feet above the level of the park front, and it did not add anything to the comfort of the property owners to know that the building was to house a garbage and ash dump.

As John T. Coleman, president of the West End Association, put it in an affidavit submitted to Justice Gavegan in the Superior Court yesterday:

"If this structure be permitted it will constitute notice to all residents and property owners in that section of New York to get rid of their property and move away as speedily as possible."

But the members of the West End Association, which has long led the fight to preserve Riverside Park, believe that this is only the first step in the direction of carrying out a plan, long under consideration by the Board of Estimate's terminal committee, by which adjacent railroad tracks would be laid down in Riverside Park and the tracks from Eighty-sixth street south housed in a roofed structure which would rise 25 feet or more above the bulkhead level, thus shutting off a large section of the park from a view of the Hudson.

Charles L. Fraig, counsel for the association, began the fight yesterday by filing an application before Justice Gavegan for a temporary injunction restraining the city, Dock Commissioners R. A. C. Smith, Street Cleaning Commissioner Fetherston and a contracting company from continuing work on the garbage and ash dump structure.

Justice Gavegan put the case over until today, directing that meanwhile no more work be done on the building.

The complaint sets forth that while the Dock Department has the right to build a dump at the place where the garbage dump building is being erected the law expressly states that "no building, shed or any other structure shall be placed upon or within the same which shall in any manner be detrimental to the health of the public or injuriously affect the public use and enjoyment of Riverside Park."

There was so much public opposition that the matter was referred back to the terminal committee by the Board of Estimate about eighteen months ago. At that point of the matter is, says the complaint, that while the terminal committee has made no further report on the subject, the city, Dock Commissioners R. A. C. Smith, Street Cleaning Commissioner Fetherston and a contracting company from continuing work on the garbage and ash dump structure.

Mr. Coleman says that as president of the West End Association he appeared before the Board of Estimate last June in opposition to the plan, and later submitted in writing the objections to the building, pointing out that it was contrary to law, that the terminal committee was even then considering the disposal of ashes and garbage on the river front between Sixtieth and Seventy-seventh streets, and that the building would be a "disgrace to the city."

He adds that the park property which is thus imperiled has an assessed value of \$13,820,000, and that the city, Dock Commissioners R. A. C. Smith, Street Cleaning Commissioner Fetherston and a contracting company from continuing work on the garbage and ash dump structure.

The estimated value of the proposed structure is assessed at over \$13,000,000.

It will be remembered that not long ago there was given out in this city and in London the text of an agreement which had been reached between New York and London bankers. The document related to exchange rates and the shipment of gold between the United States and London and provided that if at any time during the war or within one year afterward the rate of exchange between the two countries should become such that excessive shipments of gold were necessary, the official means to prevent such an occurrence should be resorted to.

When this agreement was made exchange was at a premium, and there was talk of London's extending a \$100,000,000 credit to this country, which would not have to export more gold than that which had been received and the position of the two countries are now reversed.

It was learned yesterday that the New York and London bankers at the time of their conference also considered the establishment of a credit here for England and they now feel that the time is ripe to put this plan into operation.

Should it be set in operation it would be, it is believed, the first arrangement of the kind between England and the United States.

The main cause for the abnormal decline in the price for sterling exchange yesterday were that every one wanted to sell and no one wanted to buy.

As a result there was almost no market. The market was generally described as "frazzled" owing to the violent fluctuations in price.

Bankers' Secret Rumor That \$50,000,000 Is Coming.

A report was current in Wall Street yesterday after business hours that preparations were being made to bring to this country from Canada a total of \$50,000,000 in gold.

The gold is being shipped in the form of gold bars, and is being shipped in the form of gold bars, and is being shipped in the form of gold bars.

Bankers usually well informed on the gold market, said that they had heard of no such arrangement and that they did not think it likely at this time.

William B. Phillips, director of economic geology and technology in the University of Texas, asserted that the only hopeful outlook for the existence of workable beds of potash salts in Texas is in the unknown region southeast of and bordering on New Mexico.

The convention continues this morning.

Messrs. Harper & Brothers announce the publication of that important work of fiction

The Turmoil by BOOTH TARKINGTON

"25" \$1350, "35" \$1600, "40" \$1800 5% Discount in Cash

New York Branch House Broadway at Sixty-second St.

Sparkling Burgundy non-parallel. Steer clear of parasitic imitations. Look for the word Chauvenet on capsule and neck label.

H. P. Jones & Co. Ltd., N. Y.

SENSATIONAL BREAK IN EXCHANGE PRICE

Goes to Lowest Level—England Must Send Gold or Take Credit.

CAN GET \$100,000,000

Sterling exchange suffered another sensational break yesterday and dropped to the lowest price it had ever touched in the memory of the oldest experts in exchange in Wall Street.

Demand sterling closed last night at 4.80 1/2, and cables at 4.80 1/2. The break in exchange on London was the sensation of the financial district yesterday.

Its decline carried with it a recession in the price of exchange on every other leading financial centre of Europe with the exception of Berlin. Marks, however, had already had an abnormal break and were selling at the lowest prices ever recorded.

Prices sold down to 5.24 1/2 for checks and 5.23 1/2 for cables, while Italian lire dropped to the lowest price for all time, at 5.50.

On last Saturday demand sterling sold at 4.82, while cables closed at 4.82 1/2. In France, were then quoted at 5.21 for checks and 5.20 1/2 for cables.

The low level for sterling exchange reached yesterday has firmly convinced conservative bankers that England will have to do either one of two things, if rates do not soon get back to normal.

England, they say, will have to ship gold or avail herself of a credit of \$100,000,000 or more in this country, which local bankers have signified themselves as willing to advance to her.

The belief prevails that England will accept the credit, as it is believed that she does not wish to part with gold at this time because she did not permit gold in any considerable quantity to come from Ottawa during the period that exchange has been so much against her.

Up to now England has been paying for all the vast amount of food and military supplies she has been buying in this country through drafts against domestic banks which she has had in this country or through exchange transactions.

The situation is, however, very different today in important banking circles that the deposits were about exhausted.

It is thought certain that England will not continue to pay for her purchases in depreciated exchange. Should she continue to do so the price of the goods which she purchases in this country would be rapidly advanced.

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CROSSING BRIDGES

Don't cross a bridge till you come to it may be sound advice, but it is just as well to know that you can cross it when occasion demands.

There undoubtedly will be some knotty problems in any building operation a man may undertake, and an Owner should be at least assured that his contractor is competent to solve such problems expeditiously and without any loss of money or time.

We can give him that assurance.

THOMPSON-STARRETT COMPANY Building Construction

RISE IN WIRE RATES MAY BE IMPERATIVE

Report of Mackay Companies Points Out Ultimate Result of Increased Expense.

DIVIDENDS ALL EARNED

An intimation of higher telegraph rates is contained in the report of the Mackay Companies for the year ended February 1, 1915.

Clarence H. Mackay, president of the company, in his statement to the shareholders, says on the matter of rates "should wages and material continue to increase in value as they have in the past it may be necessary to increase telegraph rates, just as it was found necessary to increase railroad rates."

Uncompensated increases in telegraph rates always mean hardship to the operating forces and detriment to good service and it may be that the time has come to take measures to prevent the telegraph companies from falling into the condition of the railroad companies.

The fact is also emphasized that the reductions in telegraph rates and cable rates on certain classes of business during the last few years have been without justification and such had the telegraph rates as are now more or less regulated by the Federal Reserve Board.

The rates may have to be changed. A readjustment of rates may not be undertaken immediately, but the company may arise in the near future, and if so, an increase will be as justifiable as the recent increase of railroad rates throughout the United States and as the proposed increase in Canada.

Referring to the recent agitation regarding government ownership of telegraph and cable lines, Mr. Mackay says: "During the year there has been the usual agitation for government ownership of the wires in the United States."

December 1, 1914, the Postmaster-General in his official report presented a recommendation for their purchase. The President, however, when delivering his message to Congress, on his opening session in the same month, made no reference to the question. The commission is still pending.

The Interstate Commerce Commission several months ago began a systematic investigation into the practices of the telegraph and cable companies against the charges of excessive rates and the use of the wires for purposes other than those for which they were originally intended.

That difficulty has been overcome and the losses were carrying on in addition to their own, a telegraph business for others. They had become in fact flagrant bankers at the time of their conference.

The charges of the Mackay Companies continue to be an attractive investment for the employees of the Commercial Cable and Postal Telegraph systems, and their holdings are constantly increasing, especially in the preferred shares.

The income of the subordinate companies of the Mackay Companies is greater than is required to pay the dividends of the Mackay Companies, but its policy is to obtain from its subordinate companies only enough money to meet those dividends. Your dividends have been earned, and as in previous years reconstruction has been charged to operating expenses and your properties have been maintained in a high state of efficiency."

The profit and loss account of the Mackay Companies from February 1, 1914, to February 1, 1915, shows that the income from investments in other companies was \$1,215,014, and that after the payment of dividends on both classes of stock together with other expenses there was carried forward a balance of \$114,169. The assets of the Mackay Companies are given as \$2,585,119 on February 1, 1915, and the surplus as \$1,205,719.

What the Extra Man Costs

Twenty Railroads in Pennsylvania and New Jersey last year paid in employment of superfluous brakemen \$2,000,000.

That would have bought 200 steel coaches. It would have bought 80 locomotives. It would have paid for 67,000 tons of rails. It would have returned 5% on \$40,000,000. It would have block signaled 800 miles of track. It would have eliminated 65 grade crossings.

Rejected by Other States

A Full Crew law was enacted in Missouri and signed by the Governor in April, 1913. In November, 1914, it was submitted to a referendum vote. The people repudiated the law by a vote of 324,085 against 159,593.

A proposed Full Crew law for Texas failed to pass owing to the popular protest against it, led by the farmers.

In 1907, Governor Charles E. Hughes, of New York, vetoed an attempt to enact a Full Crew law in that State.

In 1912, Governor John A. Dix, of New York, also vetoed a Full Crew measure. Governor Foss, of Massachusetts, vetoed a Full Crew bill passed by the legislature.

In 1913 the State Assembly wisely referred a Full Crew law to the Railroad Commission of Connecticut, who promptly condemned it.

Governor Cruce, of Oklahoma, vetoed a Full Crew bill in 1913. Attempts to enact Full Crew laws in Colorado, Delaware, Virginia, and Ohio were defeated.

In Pennsylvania, New Jersey, New York, and Maryland such laws are in force. In the interest of the public, the railroads, and the great body of railroad employees, these burdensome laws should be repealed. In Pennsylvania, approximately 65,000 men are employed in train service. Only 2,500 of these are extra brakemen.

Will Wage a Just Fight

Railroads operating in Pennsylvania and New Jersey are determined to place their case squarely and fairly before the people of those states. They are firmly convinced that the people—all of whom, without exception, are affected more or less directly by the imposition of this annual \$2,000,000 burden, and thousands of whom are direct sufferers—will, knowing that a continuation of these harmful laws means to them, voice their wishes in no uncertain way to their elected representatives at Harrisburg and Trenton.

This campaign of public enlightenment will be waged by the railroads in a manner that cannot possibly be legitimately assailed. There will be no lobbying, no star chamber conferences, or private deals to influence public opinion or legislative action. The campaign will be fought in the open, purely on its merits.

Railroad Pledge to Trainmen and Public

Definitely and finally to give public notice that the railroads ask only a square deal all around in this matter, the presidents of the Pennsylvania Railroad Company, Philadelphia & Reading Railway Company and Baltimore & Ohio Railroad Company, in announcing on February 9 that the railroads intended to work for repeal of the Full Crew laws, pledged themselves as follows:

"Let us add that if there shall be evidence that without such laws the railroads would underman trains, to the hardship of employees or the detriment of or danger to the public, that, assuming the present Public Service acts do not give to the commissions ample powers to determine what crews are necessary on different trains and to compel the railroads to man trains as ordered, we will openly support such amendments to the present acts as may be necessary to give such assurance."

The railroads now appeal directly to the people, who demand the greatest safety at all times and who realize that a policy of wise economy, and not one of wasted revenue, will enable the railroads to adequately fulfill their obligations and meet those demands as they should be met.

SAMUEL REA, President, Pennsylvania Railroad. DANIEL WILLARD, President, Baltimore & Ohio Railroad. THEODORE VOORHEES, President, Philadelphia & Reading Railway. R. L. O'DONNELL, Chairman, Executive Committee, Associated Railroads of Pennsylvania and New Jersey.

An Open, Square, Aboveboard, Direct Appeal to the Intelligence and Judgment of the People

The railroads of Pennsylvania and New Jersey believe that the public should be fully advised concerning the Full Crew laws in these states. Costly experience has demonstrated that these laws have worked to the detriment of public interest and that their repeal would redound greatly to the advantage of the people.

Not a Fight on Trainmen

The railroad companies making this announcement wish the public to clearly understand that this appeal is in no way to be construed as being aimed at the trainmen in their employ, nor is it an effort to curtail operating expenses at the cost of public safety or service.

The companies point to the fact, with justifiable pride, that whenever public safety and convenience demanded an increased number of employees the necessary men were put on trains. Behind this statement is a record of advancements and improvement achievements which is a most vital factor of calm and dispassionate consideration of the laws in question.

But when arbitrary laws are passed which compel these railroad companies to burden their payrolls with some \$2,000,000 annually for wasted, unwarranted extra labor, and which actually means a decrease, rather than an increase, in operating efficiency, together with heavier casualty lists, it is undeniable that the public should be put in full touch with existing conditions that the people may judge wisely for themselves an effort be made to impugn the sincere motives which prompt this educational campaign.

How Full Crew Law Works

A twenty-nine-car freight train can be operated with five men. Add a car and an extra man must go on. The law requires no larger crew on a hundred-car train.

A four-car passenger train can run with five men. On a five-car or longer train there must be an extra man. Even if all the cars are Pullmans, with porters and a Pullman conductor, a six-man railroad crew is required.

A milk or express train of twenty or more cars, running through, sealed, and virtually without stops, must carry a crew of six. The only place four of them would ride would be in the end car.

When the Full Crew law became effective in Pennsylvania, the Pennsylvania Railroad Lines East of Pittsburgh and Erie were operating in Pennsylvania 2,971 weekday trains. Of these, 1,198 passenger and 1,061 freight trains were manned up to or beyond the law's requirements.

The 1,198 passenger trains which were provided with crews equal to or in excess of the law's requirements consisted principally of local or semi-local trains, making frequent stops and handling a large number of passengers. The second brakeman was employed to expedite the departure of trains from stations and to assist conductors in collecting tickets.

The 1,061 freight trains on which the law required no additional men consisted of local freight trains carrying package freight, on which brakemen were required to load and unload cars; road shiffters, doing a large amount of work, necessitating the throwing of switches and much hand braking on cars; mine trains, placing empty cars and picking up loaded cars, and through slow freight trains of heavy tonnage on the Philadelphia and Middle Divisions on which the brakemen riding on the front part of the trains were required to assist the firemen.

Official Casualty Statistics

The effect of the Full Crew laws in forcing extra men into already adequate train crews, thus dividing responsibility, has been to increase the hazard of operation. This fact is conclusively proved by the official figures of the Interstate Commerce Commission. The great number of persons killed who were neither employees nor passengers have not been included, for it is obvious that extra men on trains are powerless to prevent such casualties.

The Pennsylvania Full Crew law took effect on July 19, 1911. The Commission's figures show that for the three-year period preceding this date 10,186 employees and passengers were killed. Since the law became operative, the total number killed shows an increase, or 10,372 persons.

The casualty list of the Pennsylvania Railroad for the six months preceding the enactment and the first six months of 1914, when the law was in full force and effect, discloses the following startling comparison:

	Before Law, First half 1911	Under Law, First half 1914
Trainmen	Killed 15, Injured 1046	Killed 16, Injured 1699
Passengers	Killed 1, Injured 99	Killed 2, Injured 141
	16 1145	18 1840

*Fell from train.

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